

## Kiers, Roger

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**From:** Kiers, Roger  
**Sent:** Thursday, September 02, 2010 1:38 PM  
**To:** 'Robert H Krier'  
**Cc:** Holstine, Craig  
**Subject:** FW: Puyallup River/McMillin Bridge Proj. consulting party questions

Bob,  
We forwarded your letter dated August 12, 2010 to the Project Manager, Steve Fuchs. He has attempted to address your questions in his email below.  
Also, I am working on getting an FTP site set up so that we can easily share the continuing correspondence with all of the consulting parties.  
Sincerely,

Roger Kiers  
Cultural Resources Specialist - Archaeologist  
WSDOT Environmental Services Office  
PO Box 47332, Olympia, WA 98504-7332  
Office: 360-570-6638  
Cell: 360-485-7255  
Work schedule: M-Th 7:30-5:00, Fri 7:30-4:00 (off biweekly)

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**From:** Fuchs, Steve  
**Sent:** Tuesday, August 24, 2010 1:59 PM  
**To:** Holstine, Craig  
**Cc:** Kiers, Roger; Williams, Scott; Sawyer, Jeff; Lewis, Ron; Schueler, JoAnn; Reyes, Rafael; Wakjira, Kano; Wilson, DeWayne; Morin, Pat  
**Subject:** RE: Puyallup River/McMillin Bridge Proj. consulting party questions

Craig,

I have discussed these issues with Ron Lewis and he had a conversation with Pat Morin in Program Management. We were not able to come up with a written policy that requires another entity to take over ownership of state bridges that are taken out of service and left in place. With the current inventory of state bridges, we should be replacing 33 bridges per year to be most effective at stewardship of the resources. Bridges have a service life and when they are due for replacement, the maintenance costs of the old bridge are retired when the new bridge is constructed. These maintenance costs are then transferred onto the rest of the bridges on the inventory. If you continue to maintain the old bridge, then you have added additional burden to the taxpayers. So the fundamental policy for the P2 Program is to replace the bridge that has reached its service life and then take it out of the program and remove it from the books. If we can get another entity to take over ownership and maintenance, that accomplishes the goal of the P2 Program. If not, the bridge is removed and taken off the inventory.

With regards to bridge 12/903P, yes WSDOT does still own this bridge. It is closed to traffic and is fenced off. It has an inspection every 5 years. Little to no maintenance has been performed. It was pointed out to me that there are considerable differences to these two bridges. The Timothy bridge is located 7 miles from any substantial development, where as the McMillin bridge is in a developed area. Second, the Timothy bridge only sits a few feet above the ground such that there is very little risk if someone was to fall from this bridge or if it was to collapse.

I have Cc'ed a few folks in this email that have more knowledge of the "policy" related to the P2 Program. So if my responses are not completely accurate, it would certainly be appropriate to respond to this email to correct any errors I have stated. Thank you.

Steve Fuchs  
Project Manager  
WSDOT  
T: 360-570-6664  
F: 360-570-6661

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**From:** Holstine, Craig  
**Sent:** Wednesday, August 18, 2010 3:14 PM  
**To:** Fuchs, Steve  
**Cc:** Kiers, Roger; Williams, Scott; Sawyer, Jeff  
**Subject:** Puyallup River/McMillin Bridge Proj. consulting party questions

Steve,

In his absence, Roger has asked me to respond to Bob Krier's questions. Attached is Mr. Krier's letter to Roger referencing your memo of 4/27/09 in which you referred to WSDOT's "policy" of having another entity take ownership of state bridges taken out of service and left in place. Could you provide reference to that policy that I can forward to Mr. Krier? He's also asked for verification that WSDOT still owns the Chief Timothy Bridge # 12/903P, what maintenance has been done for that bridge and what the costs have been. If you'd prefer that I go directly to the Bridge and Structures Office for that information, I'll do that. Thanks much.

Craig Holstine  
Historian  
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